

2245Z 13 NOV 64

SECRET

DTECH

DDST

1

RB

DFA

ONE

MP

AD

COMM

ROUTINE

IN 57404

TO : DIRECTOR

FROM :

25X1A

ACTION:

INFO :

TOR 0408Z 13 NOV 64

25X1A

25X1A

CSA 1-15 DE

TO

PRIORITY

INFO

CITE  8704

25X1A

OXCAR

NO NITE ACTION

PRELIMINARY Q BAY PACKAGE TEST REPORT

I. GENERAL

1. TYPE I.

2. TEST NO. ATF-810.

3. TEST DATE 5 NOV 64.

4. ARTICLE NO. 125.

5. TIME: T.O. 1640Z LAND 2040Z.

6. PACKAGE OPERATE TIME: 40 MINUTES TOTAL BETWEEN 1700Z AND 2016Z.

7. TEST CONDITIONS:

A. PRESS ALT 72M.

B. MACH NO. 2.5.

C. I.N.S. STATUS OK.

D. WEATHER: GOOD

8. TEST OBJECTIVES: TASK 1060 - CHECK HELIUM CONSUMPTION

SECRET

GROUP 1  
EXCLUDED FROM AUTOMATIC  
DOWNGRADING AND  
DECLASSIFICATION

9

25X1A

8704 (IN 57404)

S E C R E T

PAGE TWO

AT ALTITUDE. 1053 - CONFIRM PROPER CG BALANCE. 1047, 1029 CHECK FOR GHOSTING. 1064 FOCUS ON FORWARD BENCH. 1044 V/H SCALING. 1001, 1055 ATMOSPHERIC STUDY WITH WHITE CARDS. 106, 107 CONFIRM MAG RECORDER TAKES 6 DATA OUTPUTS PER SPECS.

9. TEST RESULTS: 1060 - HELIUM CONSUMPTION: 266 GMS OVER 43 MINS EQUALS 6.3 GMS PER MIN. 1053 - CG BALANCE - NO CONCLUSIONS DUE TO GYRO NOISE AND ROUGH FLIGHT. 1047, 1029 - GHOSTING - NO GHOSTING NOTICED ON ANY FRAMES. 1064 - FOCUS - NO CONCLUSIONS - NO TARGETS. 1044 - V/H SCALING - RAN IN CL DUE TO WX FORECAST. CLOUD SET APPROX 1 PERCENT LOW FOR 35 MR. 106, 107 MAG RECORDER OPERATED BY US IN STDBY 1. DATA SCAN VERY ERRATIC. A ONE TO SIX SECS PER SCAN. NO COORDINATION WITH DATA CHAMBER DUE TO REMOVAL OF PLUG Q6 PRIOR TO FLIGHT TO ELIMINATE INTERFACE PROBLEM.

10. COMMENTS: SYSTEM LOST PHASING DURING LAST PORTION OF FLIGHT. LAST PORTION FLOWN WITH SYSTEM CAGED DUE TO LOW ANGLE OF ATTACK. WHEN SYSTEM WAS GIVEN POST FLIGHT THE SCANNERS WOULD NOT SYNC AND THE TAKE UP STARTED IN REVERSE. FURTHER INVESTIGATION OF THIS PHENOMENON WILL BE CONDUCTED WHEN VEHICLE IS AVAILABLE FOR TEST. SYSTEM PERFORMED SATISFACTORILY IN LABORATORY. NO ATMOSPHERIC DATA TAKEN SINCE TEST WAS ABORTED PRIOR TO PASSING OVER TARGETS.

END OF MESSAGE